

**== USS STUMP (DD-978) ==**  
**SEMAT I SHELL CONDITION ASSESSMENT**  
**SURVEY**  
**INTERIOR AREAS**  
**11/26/01 TO 12/01/01 -- 12/17/01 TO 12/21/01**



**PREPARED BY**  
**SUPERVISOR OF SHIPBUILDING CONVERSION**  
**AND**  
**REPAIR**  
**PORTSMOUTH, VIRGINIA**  
**12/21/01**

# Q.E.D. SYSTEMS, INC.

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26 NOVEMBER 2001  
Serial # 1697BF-044


Q.E.D. Systems, Inc. was tasked by the Supervisor of Shipbuilding Conversion and Repair, USN (SPORT) Portsmouth, VA to conduct an Ultrasonic Thickness (U/T) Survey of specific locations on board USS STUMP (DD-978) during the period of 26 November 2001 to 01 December 2001 / 17 December 2001 to 21 December 2001.

The survey was conducted by Francis J. (Joe) LaRock II, Certified Level 1 on 9 March 2001.

The instrument used was a Krautkramer Branson, Model DM2-TC

Serial Number:	00N3V8
Calibration Date:	22 February 2001
Probes Used:	TC 560 FH 2 E KBA 525

I have reviewed the results of the survey and approved of the findings. The discrepancies have been recorded on MAF's and are included in this report.

  
Francis J. LaRock  
Certified Level II  
12/14/01

# USS STUMP (DD-978)

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**USS STUMP (DD-978)**  
**SHELL CONDITION ASSESSMENT SURVEY, INTERIOR AREAS.**

A SEMAT I UNDERWATER HULL AND SUPPORTING STRUCTURE SURVEY OF INTERIOR AREAS WAS CONDUCTED ON BOARD **USS STUMP (DD-978)** FROM 11/26/01 TO 12/01/01 AND 12/17/01 TO 12/21/01 AT UNITED STATES MARINE'S NORSHIPCO YARD.

THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH HULL STRUCTURE MRC 1102 USING A DELMHORST BD 2100 MOISTURE METER AND A KRAUTKRAMER BRANSON MODEL DM2TC ULTRASONIC TEST INSTRUMENT SERIAL NO.00NV8 CALIBRATION DUE DATE 02/22/02.THE PROBES USED WERE KRAUTKRAMER BRANSON'S TC/560, FH2E AND KBA 525.

USS STUMP IS CURRENTLY IN A DRYDOCK AVAILABILITY AND UNDERGOING MAJOR REPAIRS.

HISTORIC AREAS OF CORROSION ON **(DD-963)** CLASS SHIPS WERE INSPECTED AND NOTED. THE SURVEY RESULTS SECTION CONTAINS A TABLE OF UNSATISFACTORY AREAS WITH THE (JSN'S) FROM THIS SURVEY AND (CSMP JSN'S) PREVIOUSLY SUBMITTED. A MATERIAL CONDITION ANALYSIS FORM (MCA) WAS SUBMITTED FOR AREAS WHERE NO WORK WAS REQUIRED.

## USS STUMP (DD-978) STRUCTURAL INSPECTION RESULTS

### UNSATISFACTORY AREAS

LOCATION	AREA	RESULTS
<b>(6-506-0-E)</b> STEERING GEAR ROOM JSN-P016	STBD SIDE BETWEEN WF (309-312) BETWEEN STRINGERS (7-8)	SALT CORROSION ON SHELL PLATE FROM LEAKING VALVE
<b>(6-488-3-A)</b> REEL STOREROOM CSMP/JSN-P019	BILGE AREA	APPROXIMATELY 80 SF OF SURFACE RUST. BOTTOM RUNG OF LADDER MISSING
<b>(6-476-1-A)</b> SPECIAL CLOTHING STOREROOM. CSMP/JSN-P019	ENTIRE BILGE AREA	SURFACE RUST/HEAVY PAINT SEPARATION TRAPPED WATER.
<b>(6-464-3-Q)</b> NO. 2 HPAC ROOM CSMP/JSN-P019	FROM MARGIN PLATE TO OVERHEAD	DETERIORATED STRINGERS HULL DENTED
<b>(5-300-01-E)</b> MAIN ENGINE ROOM 2 CSMP/JSN-A306	PORT SIDE FROM BHD (300) TO WEB FRAME (316) MARGIN PLATE TO 4 <sup>TH</sup> STRINGER	DETERIORATED STRINGERS
<b>(5-300-0-E)</b> MAIN ENGINE ROOM 2 CSMP/JSN-0120	PORT SIDE AFT OF BHD(300)UNDER S/W COOLING PUMP FOR NO.2 GTG.	CORROSION ON SHELL PLATE.
<b>(5-300-0-E)</b> MAIN ENGINE ROOM 2 CSMP/JSN-A305	FROM BHD (300)TO WEB FRAME (324)	DETERIORATED STRINGERS
<b>(5-300-0-E)</b> MAIN ENGINE ROOM 2 CSMP/JSN-Y013	CENTER LINE BHD (346)	DAMAGED LAGGING AND CORROSION ON BHD.
<b>(5-220-0-E)</b> AUXILIARY MACHINERY ROOM 1 CSMP/JSN-P014	UPPER LEVEL / APPROXIMATELY 10 FT PORT OF CENTER LINE	HOLE IN DECK UNDER HANDRAIL SUPPORT.
<b>(5-174-0-E)</b> MAIN ENGINE ROOM 1 CSMP/JSN-A256	PORT UPPER LEVEL / 4 <sup>TH</sup> STRINGER FROM DECK AT WEB FRAME (180)	DISTORTED STRINGER LARGE DENT IN HULL
<b>(5-174-0-E)</b> MAIN ENGINE ROOM 1 CSMP/JSN-A255	STARBOARD SIDE 1 <sup>ST</sup> STRINGER FROM MARGIN PLATE AT BHD (220)	STRINGER IS HOLED.
<b>(3-437-2-M)</b> SMALL ARMS MAGAZINE. JSN-P018	BILGE POCKET FROM BHD (437) TO WEB FRAME (452)	APPROXIMATELY 30 SF OF RUST AND PAINT SEPARATION.
<b>(3-426-1-E)</b> GAS TURBINE GENERATOR ROOM NO. 3 JSN-P017	BETWEEN BHD (426) AND WEB FRAME (434) FROM MARGIN PLATE TO 2 <sup>ND</sup> STRINGER	(5 X 4 T-BEAM) IS HOLED WHERE IT MEETS 1 <sup>ST</sup> STRINGER AFT OF BHD (426). 1 <sup>ST</sup> STRINGER FROM MARGIN PLATE IS HOLED APPROXIMATELY 2 LF FORWARD OF WEB FRAME (434). SHELL PLATE IS SEVERELY THINNED AT 1 <sup>ST</sup> STRINGER FWD OF WEB FRAME (434)

**USS STUMP (DD-978)****SATISFACTORY AREAS**

<b>LOCATION</b>	<b>SPACE DESIGNATION</b>	<b>MCA SUBMITTED</b>
3-28-01-Q	SONAR EQUIPMENT ROOM 3	YES
3-58-1-M	W/P MAGAZINE NO.1	YES
3-58-2-M	W/P MAGAZINE NO.2	YES
3-62-01-M	5"/54 MAGAZINE NO.1	YES
3-76-1-M	POWDER MAGAZINE NO.1	YES
3-76-2-M	POWDER MAGAZINE NO.2	YES
3-127-0-Q	I/C ROOM NO.1	YES
3-127-2-L	PASSAGEWAY	YES
3-138-3-L	PASSAGEWAY	YES
3-138-6-L	PASSAGEWAY	YES
3-146-0-L	CREW BERTHING	YES
3-260-01-A	SUPPLY DEPARTMENT GENERAL STORES	YES
3-346-02-L	CREW BERTHING	YES
3-382-1-L	CREW W/R W/C SHOWER	YES
3-382-2-A	SUPPLY DEPARTMENT STOREROOM	YES
3-394-1-L	CREW BERTHING	YES
3-426-2-A	STOREROOM	YES
3-482-0-M	5"/54 PROJECTILE MAGAZINE	YES
3-491-1-M	W/P MAGAZINE NO.3	YES
3-491-2-M	W/P MAGAZINE NO.4	YES
3-494-0-M	POWDER MAGAZINE NO.3	YES
4-28-0-T	ACCESS TRUNK	YES
4-34-0-Q	SONAR EQUIPMENT ROOM NO.4	YES
4-58-0-E	DOMES EQUIPMENT ROOM	YES
5-34-0-Q	FORWARD EDUCTOR ROOM	YES
5-94-0-C	TOMAHAWK COMPUTER ROOM	YES
5-118-0-C	VERTICAL LAUNCH CONTROL ROOM	YES
5-260-01-E	AUXILIARY MACHINERY ROOM NO.2	YES
6-28-0-T	DOMES ACCESS TRUNK	YES
6-346-0-Q	SHAFT ALLEY/SEWAGE PLANT NO.2	YES
6-464-4-A	STOREROOM	YES
6-476-2-A	STOREROOM	YES
6-482-2-A	STOREROOM	YES

# MATERIAL ASSESSMENT FORM

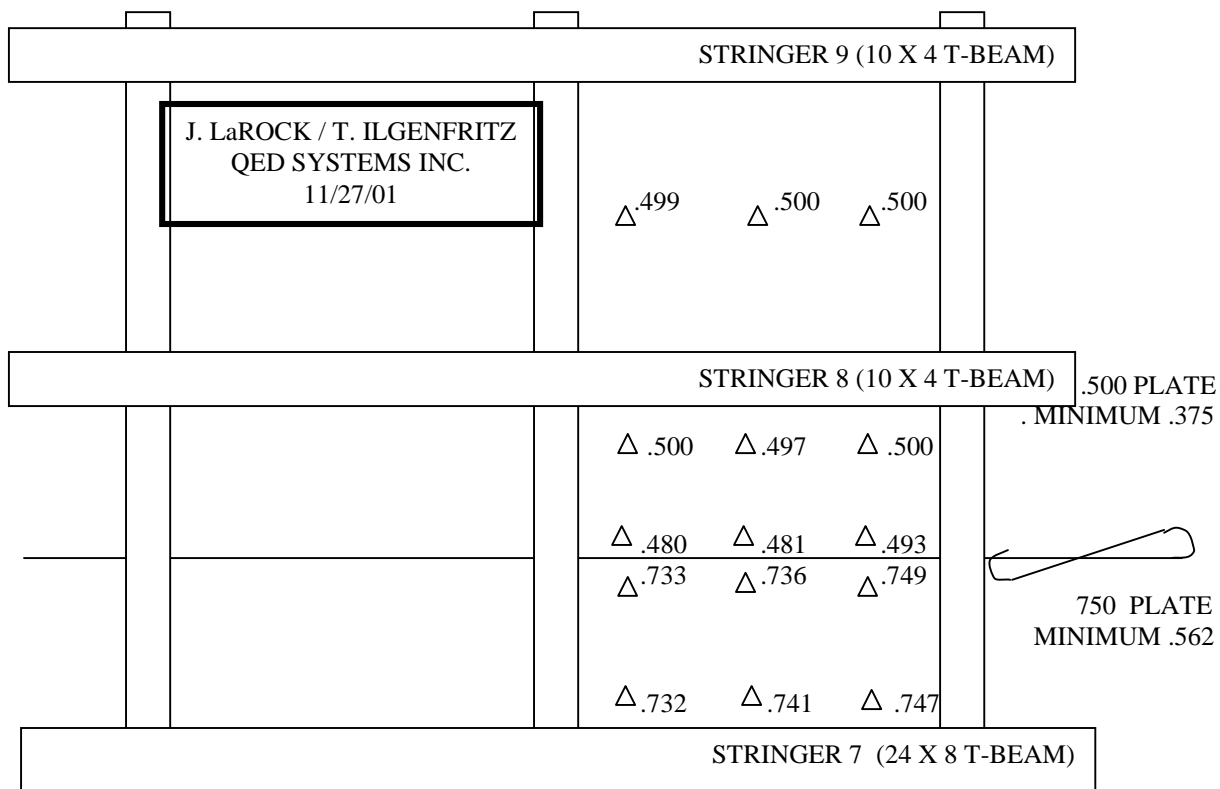
ITEM NUMBER		SHIP <b>USS STUMP (DD-978)</b>			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 6-506-0-E	WORK CENTER ERO2	JSN P016
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. <b>UNSAT - UNSATISFACTORY</b> 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. <b>S - SHIP'S FORCE</b> *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. <b>H - HARDWARE</b> 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. <b>SHIP'S FORCE</b> 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. <b>PIROR TO NEXT DEPLOYMENT</b> 4. DURING POST DEPLOYMENT AVAILABILITY	1. <b>OPERATIONAL</b> 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. <b>NORMAL WEAR AND TEAR</b> 8. NOT APPLICABLE	1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b> 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 80	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAVIER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. <b>HIGHLY DESIRABLE</b> 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT I UNDERWATER HULL ASSESSMENT: STBD SIDE (6-506-0-E) STEERING GEAR ROOM					
CORROSION WAS FOUND ON SHELL PLATE BETWEEN WEB FRAMES (509-512) AND STRINGERS (7-8). CAUSE FOR CORROSION					
IS SALT WATER EDUCTOR VALVE (3-510-1). U/T READINGS WERE SATISFACTORY SEE DRAWING.					
APPROXIMATELY 12 SF.					
<b>RECOMMENDED REPAIRS:</b>					
RECOMMEND SHIPS FORCE CLEAN TO BARE METAL APPROXIMATELY 12 SF, PRIME AND PAINT. FIX LEAKING VALVE.					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001 EXT 2186, TPOC: J. LaROCK QED SYSTEMS INC. (757) 490-5047					
CSMP SUMMARY: SHELL PLATE CORRODED BETWEEN WF (509-512)				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMEMCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT <b>TOMS</b>	RATE MR2	SECOND CONTACT <b>BEARDEN</b>		RATE HT2	PHONE
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.			TD	TL	LOGISTICIAN
					TSP

**USS STUMP (DD-978)**  
**STEERING GEAR ROOM ((6-506-0-E)**  
 STBD SIDE

BHD (506)

WEB FRAME (509)

(512)



SHELL PLATE BETWEEN WEB FRAMES (509-512)  
 AND STRINGERS (7-8) U/T READINGS WERE SATISFACTORY SEE DRAWING



**USS STUMP (DD-978)**  
**STEERING GEAR ROOM (6-506-0-E)**  
**STARBOARD SIDE**



SALT WATER EDUCTOR VALVE (3-510-1) ROOT CAUSE OF CORROSION ON SHELL PLATE.

THE FOLLOWING PICTURE PAGES  
AND DRAWINGS ARE WORK ITEMS  
THAT WERE PREVIOUSLY ENTERED  
INTO THE CONTROLLED SHIPS  
MAINTAINANCE PROGRAM  
(CSMP)

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS STUMP (DD-978)</b>			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 6-488-3-A	WORK CENTER ERO2	JSN P019
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. <b>UNSAT - UNSATISFACTORY</b> 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. <b>S - SHIP'S FORCE</b> *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. <b>H - HARDWARE</b> 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. <b>SHIP'S FORCE</b> 5. FWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. <b>PIROR TO NEXT DEPLOYMENT</b> 4. DURING POST DEPLOYMENT AVAILABILITY	1. <b>OPERATIONAL</b> 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. <b>NORMAL WEAR AND TEAR</b> 8. NOT APPLICABLE	1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b> 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 200	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: S-MCA ABILITY UTILIZED 6. NONE OF THE ABOVE DESCRIBE WHEN REMOVED/DEFERRATION SECURED			1. MANDATORY 2. ESSENTIAL 3. <b>HIGHLY DESIRABLE</b> 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT I UNDERWATER HULL ASSESSMENT: STBD SIDE, (6-488-3-A) REEL STOREROOM NO. 1					
APPROXIMATELY 80 SF OF SURFACE RUST AND PAINT SEPARATION BOTTOM LADDER RUNG IS MISSING.					
RECOMMENDED REPAIRS: RECOMMEND SHIPS FORCE CLEAN APPROXIMATELY 80 SF TO BARE METAL PRIME AND PAINT AREA. RECOMMEND REPLACING LADDER.					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001 EXT 2186, TPOC: J. LaROCK QED SYSTEMS INC. (757) 490-5047					
<b>CSMP SUMMARY:</b> ENTIRE BILGE AREA HAS SURFACE RUST AND PAINT FAILURE. LADDER RUNG IS MISSING				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT <b>TOMS</b>	RATE MR2	SECOND CONTACT <b>BEARDEN</b>		RATE HT2	PHONE
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.			TD	TL	LOGISTICIAN TSP

**USS STUMP (DD-978)**  
**REEL STOREROOM NO. 1 (6-488-3-A)**



CORROSION ON SHELL PLATE FORWARD OF BHD (506)



CORROSION ON SHELL PLATE AT WEB FRAME (494)



USS STUMP (DD-978)  
REEL STOREROOM NO. 1 (6-488-3-A)



BOTTOM LADDER RUNG IS MISSING.

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS STUMP (DD-978)</b>			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 6-476-1-A	WORK CENTER ERO2	JSN P019
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. <b>UNSAT - UNSATISFACTORY</b> 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. <b>S - SHIP'S FORCE</b> *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. <b>H - HARDWARE</b> 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. <b>SHIP'S FORCE</b> 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. <b>PIROR TO NEXT DEPLOYMENT</b> 4. DURING POST DEPLOYMENT AVAILABILITY	1. <b>OPERATIONAL</b> 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. <b>NORMAL WEAR AND TEAR</b> 8. NOT APPLICABLE	1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b> 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 100	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. <b>HIGHLY DESIRABLE</b> 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT I UNDERWATER HULL ASSESSMENT: 6-476-1-A SPECIAL CLOTHING ISSUE STOREROOM					
ENTIRE BILGE HAS HEAVY PAINT SEPARATION . SEWAGE WATER IS TRAPPED IN VARIOUS POCKETS. UNABLE TO PERFORM U/T SURVEY DUE TO SEWAGE IN THE BILGE. APPROXIMATELY 60 SF					
RECOMMENDED REPAIRS: RECOMMEND SHIPS FORCE REMOVE SEWAGE/WATER FROM BILGE, CLEAN ENTIRE AREA TO BARE METAL PRIME AND PAINT.					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001 EXT 2186, TPOC: J. LaROCK QED SYSTEMS INC. (757) 490-5047					
CSMP SUMMARY: TRAPPED SEWAGE/ WATER/CORROSION IN BILGE				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT TOMS	RATE MR2	SECOND CONTACT BEARDEN		RATE HT2	PHONE
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.			TD	TL	LOGISTICIAN TSP

**USS STUMP (DD-978)**  
**SPECIAL CLOTHING ISSUE STOREROOM (6-476-1-A)**



SHELL PLATE FORWARD OF BHD (480)  
CSMP / JSN-0199



SEWAGE/WATER TRAPPED IN BILGE AFT OF BHD 476



**USS STUMP (DD-978)**  
**SPECIAL CLOTHING ISSUE STOREROOM**



WATER TRAPPED IN BILGE POCKET.  
CSMP / JSN-0199



THE FOLLOWING PICTURE PAGES  
AND DRAWINGS ARE WORK ITEMS  
THAT WERE PREVIOUSLY ENTERED  
INTO THE CONTROLLED SHIPS  
MAINTAINANCE PROGRAM  
(CSMP)

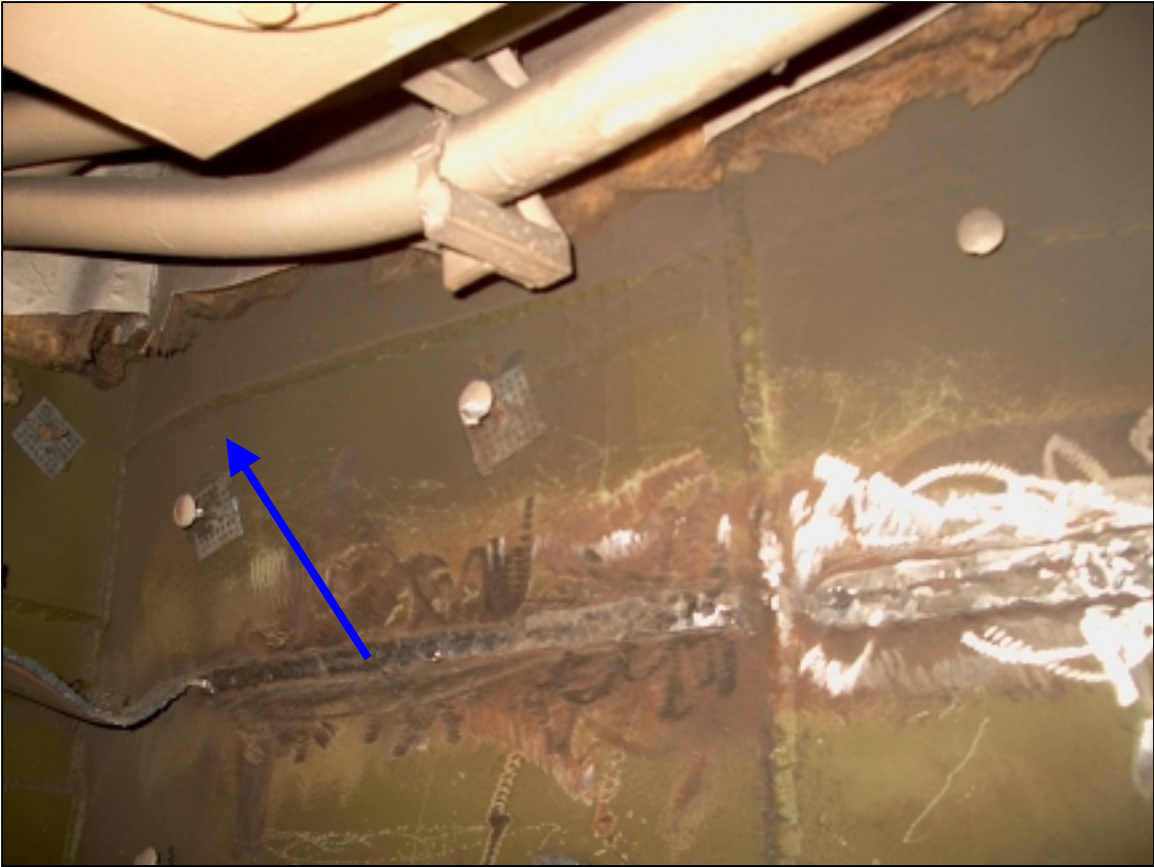
**USS STUMP (DD-978)**  
**NO. 2 HPAC ROOM (6-464-3-Q)**



STRINGER REPAIRS ARE IN PROGRESS IN THIS AREA.  
(CSMP / JSN – P019)



**USS STUMP (DD-978)**  
**NO. 2 HPAC ROOM (6-464-3-Q)**



5<sup>TH</sup> STRINGER UP FROM MARGIN PLATE IS REMOVED, NOTE BUCKLE IN SHELL PLATE.  
(CSMP / JSN P019)



THE FOLLOWING PICTURE PAGES  
AND DRAWINGS ARE WORK ITEMS  
THAT WERE PREVIOUSLY ENTERED  
INTO THE CONTROLLED SHIPS  
MAINTAINANCE PROGRAM  
(CSMP)



**USS STUMP (DD-978)**  
**MAIN ENGINE ROOM NO. 2 (5-300-0-E)**  
**PORT SIDE**

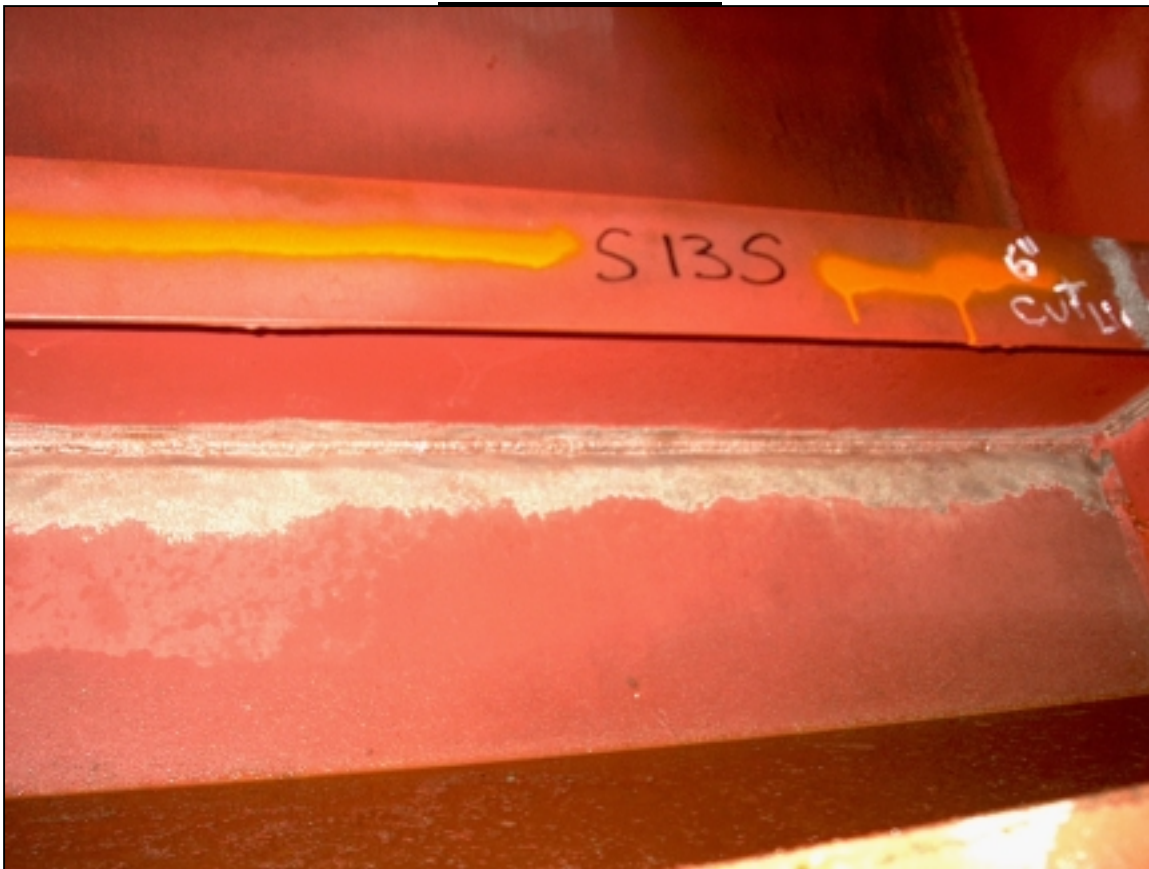


SEA WATER COOLING PUMP FOR NO. 2 GAS TURBINE GENERATOR  
(CSMP / JSN – 0120)



SHELL PLATE UNDERNEATH FOUNDATION FOR SEA WATER COOLING PUMP

**USS STUMP (DD-978)**  
**MAIN ENGINE ROOM NO. 2 (5-300-0-E)**  
**STARBOARD SIDE**



REPLACEMENT OF 3<sup>RD</sup> STRINGER FROM MARGIN PLATE BETWEEN WEB FRAME (308-316).  
(CSMP / JSN – A305)



USS STUMP (DD-978)  
MAIN ENGINE ROOM NO. 2 (5-300-0-E)  
PORT SIDE



“CONDENSATE CORNER”  
THIS AREA IS HISTORICALLY PRONE TO CORROSION ON THE (DD-963) CLASS  
REPAIRS ARE IN PROGRESS (CSMP / JSN-A306)



FIRST STRINGER FROM MARGIN PLATE AT WEB FRAME (308)

**USS STUMP (DD-978)**  
**MAIN ENGINE ROOM NO. 2 (5-300-0-E)**  
**PORT SIDE**



HOLE IN WEB OF 4<sup>TH</sup> STRINGER FROM MARGIN PLATE APPROXIMATELY 2'  
FORWARD OF WEB FRAME (308) (CSMP / JSN – A306)



USS STUMP (DD-978)  
MAIN ENGINE ROOM NO. 2 (5-300-0-E)  
LOWER LEVEL STARBOARD SIDE



DAMAGED LAGGING ON BHD (346)



TYPICAL VIEW OF BHD (346) AT DECK PLATE LEVEL (CSMP-JSN-Y013)

THE FOLLOWING PICTURE PAGES  
AND DRAWINGS ARE WORK ITEMS  
THAT WERE PREVIOUSLY ENTERED  
INTO THE CONTROLLED SHIPS  
MAINTAINANCE PROGRAM  
(CSMP)

**USS STUMP (DD-978)**  
**AUXILIARY MACHINERY ROOM NO. 1 (5-220-0-E)**



HOLE IN DECK UPPER LEVEL APPROXIMATELY 10 FT PORT OF CENTER LINE  
(CSMP / JSN -P014)



THE FOLLOWING PICTURE PAGES  
AND DRAWINGS ARE WORK ITEMS  
THAT WERE PREVIOUSLY ENTERED  
INTO THE CONTROLLED SHIPS  
MAINTAINANCE PROGRAM  
(CSMP)



**USS STUMP (DD-978)**  
**MAIN ENGINE ROOM NO. 1 (5-174-0-E)**  
**PORT SIDE / UPPER LEVEL**



4<sup>TH</sup> STRINGER UP FROM UPPER LEVEL DECK AT WEB FRAME (180)  
(CSMP / JSN-A256)



NOTE BUCKLE IN SHELL PLATING

**USS STUMP (DD-978)**  
**MAIN ENGINE ROOM NO. 1 (5-174-0-E)**  
**STARBOARD SIDE / LOWER LEVEL**



1<sup>ST</sup> STRINGER FROM MARGIN PLATE AT BHD (220) CSMP (JSN – A255)



HOLES IN FLANGE OF STRINGER AT WEB FRAME (212) (CSMP / JSN – A257)

# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS STUMP (DD-978)</b>			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 3-437-2-M	WORK CENTER ERO2	JSN P018
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. <b>UNSAT - UNSATISFACTORY</b> 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4. <b>S - SHIP'S FORCE</b> *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. <b>H - HARDWARE</b> 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. <b>SHIP'S FORCE</b> 5. SFWL	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. <b>DURING POST DEPLOYMENT AVAILABILITY</b>	1. <b>OPERATIONAL</b> 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. <b>NORMAL WEAR AND TEAR</b> 8. NOT APPLICABLE	1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b> 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 100	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. <b>HIGHLY DESIRABLE</b> 4. DESIRABLE
<b>DISCREPANCY DESCRIPTION: PER SEMAT I UNDERWATER HULL ASSESSMENT: SMALL ARMS MAGAZINE (3-437-2-M) BILGE POCKET</b>					
BILGE POCKET AT BHD (437) AND BETWEEN WEB FRAMES (448-452) HAS RUST, HEAVY PAINT SEPARATION. U/T READINGS ARE SATISFACTORY SEE DRAWING.					
<b>RECOMMENDED REPAIRS</b>					
RECOMMEND SHIP'S FORCE CLEAN AREA TO BARE METAL, PRESERVE AND PAINT. APPROXIMATELY 30 SF.					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001 EXT 2186, TPOC: J. LaROCK (757) 490-5047					
<b>CSMP SUMMARY:</b> BILGE POCKET HAS RUST AND PAINT SEPARATION.				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT <b>TOMS</b>	RATE <b>MR 2</b>	SECOND CONTACT <b>BEARDEN</b>		RATE <b>HT 2</b>	PHONE
ASSESSOR / ACT / TECH ID# J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.			TD	TL	LOGISTICIAN
					TSP



**USS STUMP (DD-978)**  
**SMALL ARMS MAGAZINE (3-437-2-M)**



BILGE POCKET AFT OF BHD (437)





**USS STUMP (DD-978)**  
**SMALL ARMS MAGAZINE (3-437-2-M)**

WEB FRAME 452				WEB FRAME 446				WEB FRAME 440				BHD 437			
SHELL DESIGN THICKNESS .438															
MINIMUM .328															
MARGIN PLATE .375															
MINIMUM .287															
Δ .437	.438Δ	Δ .438	.438Δ	Δ .442	.436Δ	.433Δ		Δ .431	.430Δ	.429Δ		Δ .377	.371Δ	.367Δ	
Δ .436	.434Δ	Δ .437	.436Δ	Δ .431	.430Δ	.429Δ		Δ .377	.371Δ	.367Δ		Δ .375	.375Δ	.375Δ	
Δ .370	.372Δ	Δ .369	.361Δ	Δ .375	.375Δ	.375Δ		Δ .375	.375Δ	.375Δ		Δ .375	.375Δ	.375Δ	
Δ .375	.374Δ	Δ .375	.372Δ	Δ .375	.375Δ	.375Δ		Δ .375	.375Δ	.375Δ		Δ .375	.375Δ	.375Δ	

J. LaROCK / T. ILGENFRITZ  
 QED SYSTEMS INC.  
 11/28/01

Structural drawing of the 15.3# FLOOR. The drawing shows a grid of columns and beams. A red rectangle highlights a specific area in the upper center. Various structural components are labeled, including beams (e.g., 10x4x8.93#T, 12x4x13.11#T), plates (e.g., 12.75# PL, 20.4# PL), and floor slabs (e.g., 15.3# FLOOR). Dimensions and material specifications are provided for many elements. A red rectangle is drawn around a section of the grid near the top center.

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# MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP <b>USS STUMP (DD-978)</b>			
SYSTEM SHELL & SUPPORTING STRUCTURE 110		ESWBS 11011	EIC A100	APL X-SYSTEMS	RIN N/L
EQUIPMENT NAME HULL STRUCTURE 1102XY		IDENT/SERIAL N/A	LOCATION 3-426-1-E	WORK CENTER ERO2	JSN P017
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY <b>2. UNSAT - UNSATISFACTORY</b> 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS <b>3. T - AWAITING TECH ASSIST*</b> 4. S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY <b>3. H - HARDWARE</b> 4. D - DOWN 5. L - LIMITED	.9
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
<b>1. DEPOT</b>  2. IMA  3. TECH ASSIST  4. SHIP'S FORCE  5. SFWL	1. IMMEDIATELY  2. PRIOR TO NEXT UNDERWAY  <b>3. PRIOR TO NEXT DEPLOYMENT</b>  4. DURING POST DEPLOYMENT AVAILABILITY	<b>1. OPERATIONAL</b>  2. NON-OPERATIONAL  3. REDUCED CAPABILITY  4. NOT APPLICABLE	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN <b>7. NORMAL WEAR AND TEAR</b> 8. NOT APPLICABLE	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING <b>6. LACK OF FACILITIES/CAPABILITIES</b> 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 10. OTHER OR NOT APPLICABLE	
MAN HRS EXPENDED 2	MAN HRS REMAINING 800	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL <b>3. HIGHLY DESIRABLE</b> 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT I UNDERWATER HULL ASSESSMENT: STBD SIDE (3-426-1-E) NO. 3 GAS TURBINE GENERATOR ROOM					
FIRST STRINGER UP FROM MARGIN PLATE IS HOLED APPROXIMATELY 2 LF FORWARD OF WEB FRAME (434). THE WEB OF					
2 <sup>ND</sup> VERTICAL (5 X 4 T-BEAM) AFT OF BHD (426) IS HOLED WHERE IT MEETS FIRST STRINGER. SHELL PLATE IS SEVERELY					
THINNED ON FIRST STRINGER FORWARD OF WEB FRAME (434)					
RECOMMENDED REPAIRS:					
RECOMMEND REPAIR ACTIVITY REMOVE APPROX 8 LF OF FIRST STRINGER REPLACE WITH (10 X 4 X 8.93#) CUT OUT AND REPLACE APPROX					
4 LF OF (5 X 4 X 5.75# T-BEAM) CUT OUT AND REPLACE APPROX 6 SF OF .438 SHELL PLATE. PERFORM NON-DESTRUCTIVE TEST ON					
WELDS. PRIME AND PAINT AREAS DISTURBED BY REMOVALS					
SSPORT C221 POC: J. BRUCKNER (757) 396-4001 EXT 2130, TPOC: J. LaROCK QED SYSTEMS INC. (757) 490-5047					
CSMP SUMMARY: STRINGER / STIFFENER HOLED, SHELL THINNING.				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1,2,3,4 & 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT TOMS	RATE MR2	SECOND CONTACT BEARDEN	RATE HT2	PHONE	
ASSESSOR / ACT / TECH ID# J. LaROCK/T.ILGENFRITZ		QED SYSTEMS INC.	TD	TL	LOGISTICIAN
					TSP

**USS STUMP (DD-978)**  
**GENERATOR ROOM NO. 3 (3-426-1-E)**  
**STARBOARD SIDE**

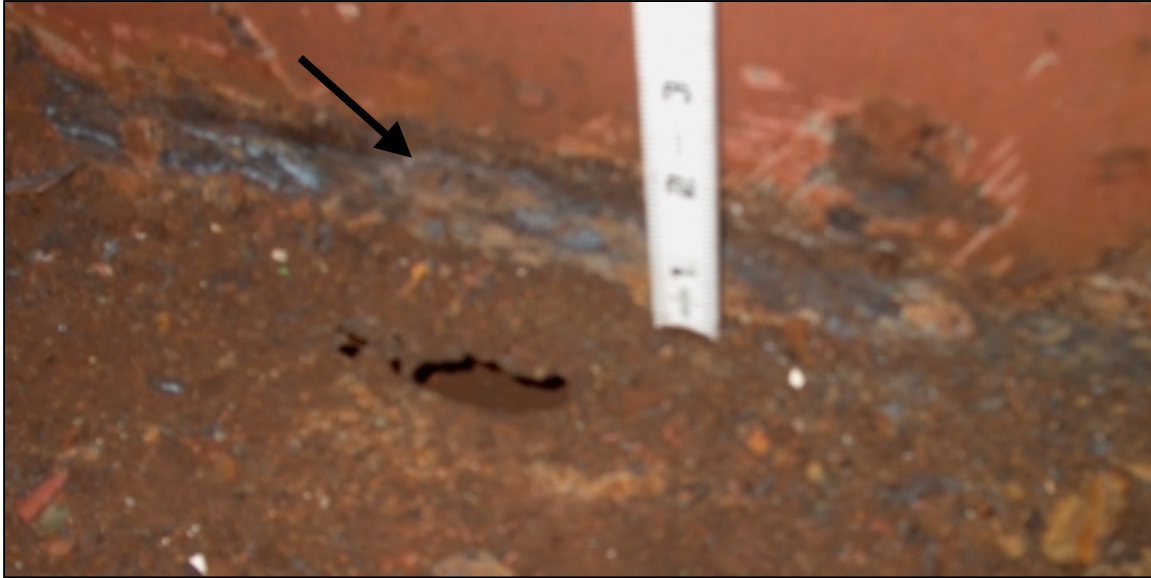


SHELL PLATE AND BILGE POCKET BETWEEN BHD (426)  
AND WEB FRAME (434)

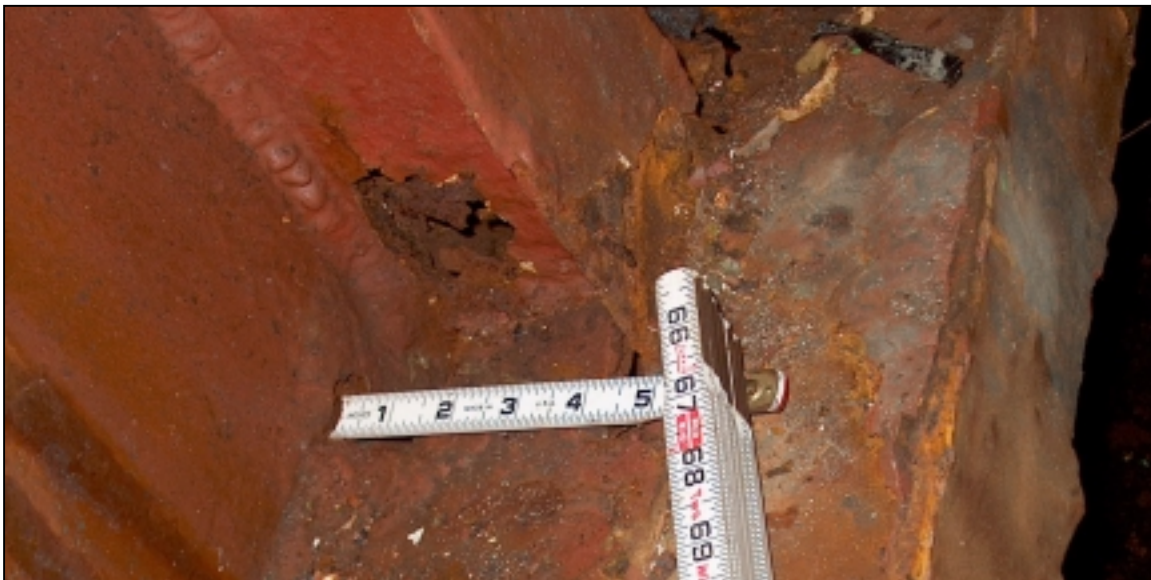


HOLE IN WEB OF FIRST STRINGER UP FROM MARGIN PLATE APPROXIMATELY  
2 FT FORWARD OF WEB FRAME (434)

**USS STUMP (DD-978)**  
**GENERATOR ROOM NO. 3 (3-426-1-E)**  
**STARBOARD SIDE**



ARROW INDICATES DEEP WASHOUT OF WELD FORWARD OF WEB FRAME (434)  
U/T READINGS ARE BELOW THE 25% WASTAGE ALLOWANCE SEE DRAWING.



HOLE IN WEB OF (4 X 5 T-BEAM) APPROXIMATELY 3 FT FORWARD OF WEB FRAME (434)  
AT 1<sup>ST</sup> STRINGER FROM MARGIN PLATE.

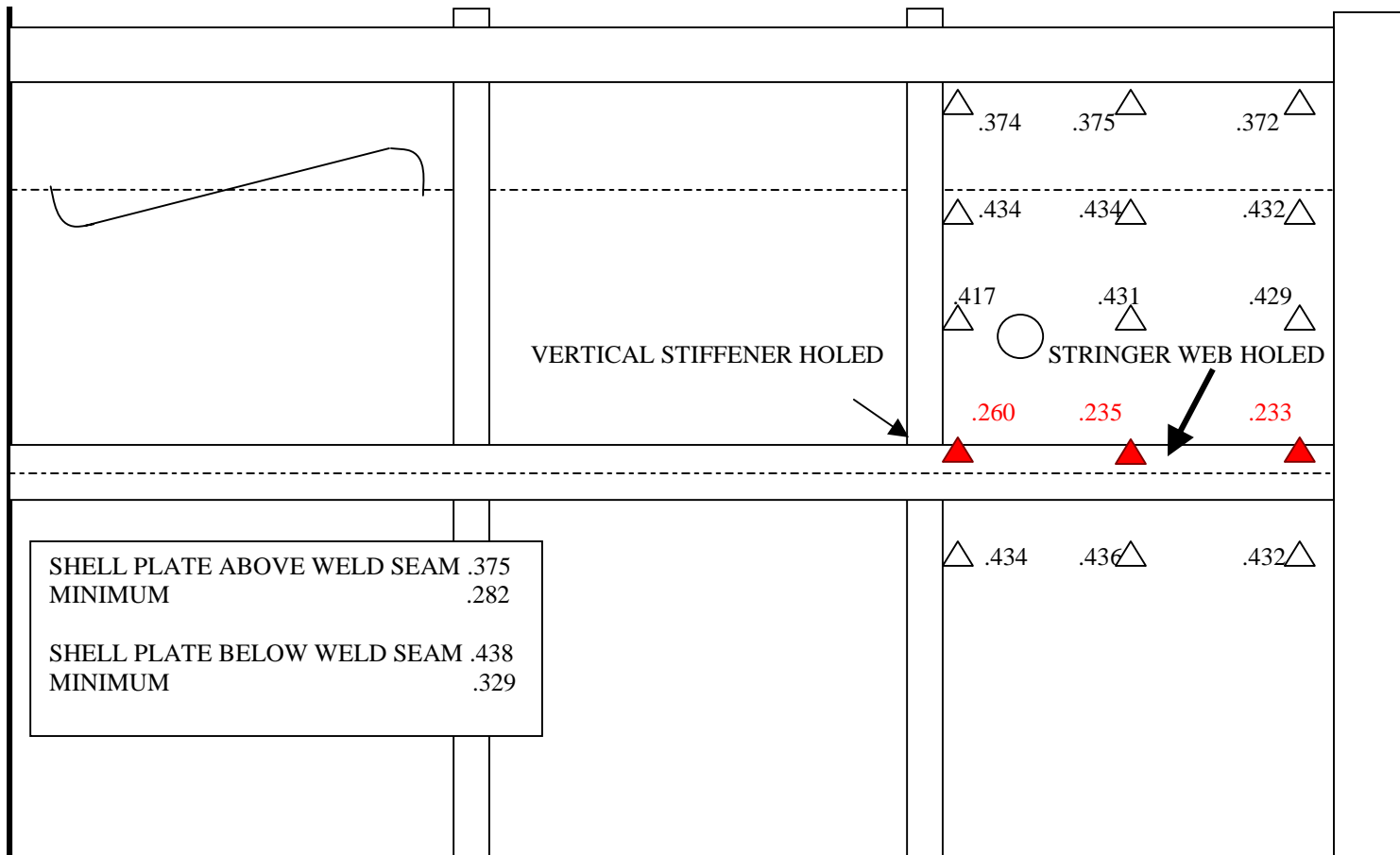
**USS STUMP (DD-978)**  
**GENERATOR ROOM NO. 3 (3-426-1-E)**  
**STARBOARD SIDE**

BHD 426

4X5 T-BEAM

4X5 T-BEAM

WEB FRAME 434



J. LaROCK / T. ILGENFRITZ  
 QED SYSTEMS INC.  
 11/27/01



**USS STUMP (DD-978)**  
**GENERATOR ROOM NO. 3 (3-426-1-E)**  
**STARBOARD SIDE**

WEB FRAME 440

WEB FRAME 446

W.196 F. 263		
Δ .372	Δ .375	Δ .375
Δ .373	Δ .375	Δ .362
Δ .371	Δ .370	Δ .365
W.210 F .267		
Δ .375	Δ .374	Δ .363
Δ .436	Δ .434	Δ .431
Δ .374	Δ .388	Δ .377
W.196 F .256		



CORROSION ON SHELL AT WEB FRAME (448)

[illegible]

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## DD 963 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
2½ -10-0-A	N	N	N	N	SPACE NOT ASSESSABLE GAS FREE REQUIRED
2½ -20-0-A	N	N	N	N	SPACE NOT ASSESSABLE GAS FREE REQUIRED
3-28-01-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-58-1-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-58-2-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-62-01-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-76-1-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-76-2-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-94-1-Q	N	N	N	N	GAS FREE REQUIRED
3-94-2-Q	N	N	N	N	GAS FREE REQUIRED

## DD 963 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
3-127-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-127-2-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-138-3-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-138-6-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-146-0-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-260-01-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-346-02-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-382-2-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-382-3-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-394-1-L	Y	Y	Y	N	SPACE 100% ASSESSABLE

## DD 963 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
3-426-1-E	Y	Y	Y	STBD SHELL AND BILGE AREA	SPACE 100% ASSESSABLE
3-426-2-A	Y	Y	Y	N	SPACE 100% ASSESSABLE
3-437-2-M	Y	Y	Y	N	SPACE 100% ASSESSABLE
3½-464-0-T	Y	N	Y	N	SPACE 100% ASSESSABLE
4-28-0-T	Y	N	Y	N	SPACE 100% ASSESSABLE
4-34-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE
4-58-0-Q	Y	Y	Y	N	SPACE 100% ASSESSABLE

## DD 963 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
5-E-0-V	N	N	N	N	GAS FREE REQUIRED
5-34-0-Q	Y	Y	Y	ENTIRE BILGE AREA	SPACE 100% ASSESSABLE
5-94-0-C	Y	Y	Y	N	SPACE 100% ASSESSABLE
5-118-0-C	Y	Y	Y	N	SPACE 100% ASSESSABLE
5-128-0-L	Y	Y	Y	N	SPACE 100% ASSESSABLE
5-138-0-Q	Y	Y	Y	FOUNDATIONS IN BILGE AREA, PITSWORD FR (144) PORT SIDE	SPACE 100% ASSESSABLE
5-154-3-V	N	N	N	N	GAS FREE REQUIRED
5-154-4-V	N	N	N	N	GAS FREE REQUIRED
5-174-0-E	Y	Y	Y	TANK TOP IN WAY OF ACOUSTIC TILES. LL STBD SIDE STIFFNERS FROM TANK TOP UP TO BOTTOM SIDE OF U/L GRATING.	SPACE 100% ASSESSABLE

## DD 963 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
5-174-0-E	Y	Y	Y	EQUIPMENT FOUNDATIONS IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE
5-220-0-E	Y	Y	Y	L/L TANK TOP. U/L UNDER A/C UNITS. EQUIPMENT FOUNDATIONS IN BILGE AREA. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE
5-260-01-E	Y	Y	Y	LOWER PORTION OF ESCAPE TRUNK BHDS. FOUNDATIONS IN BILGE AREA. ENTIRE TANK TOP IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL	SPACE 100% ASSESSABLE
5-300-0-E	Y	Y	Y	L/L PORT SIDE STIFFNERS FROM THE TANK TOP UP TO THE BOTTOM SIDE OF THE U/L GRATING. TANK TOP IN WAY OF ACOUSTIC TILES. EQUIPMENT FOUNDATIONS IN BILGE AREA. JOINT BETWEEN TANK TOP AND SHELL. LOWER PORTION OF ESCAPE TRUNK BHDS	SPACE 100% ASSESSABLE



## DD 963 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-8-0-T	N	N	N	N	UNASSESSABLE
6½-11-0-V	N	N	N	N	GAS FREE REQUIRED
6-28-0-T	Y	N	Y	N	100% ASSESSABLE
6-34-0-V	N	N	N	N	GAS FREE REQUIRED
6-201-2-V	N	N	N	N	GAS FREE REQUIRED
6-300-3-V	N	N	N	N	GAS FREE REQUIRED
6-346-0-Q	Y	Y	Y	PAINT FAILURE CORROSION AND SATURATED INSULATION IN THE PARTIALLY ENCLOSED AREAS OUTBOARD OF SHAFTS	AREA 100% ASSESSABLE
6-379-2-V	N	N	N	N	GAS FREE REQUIRED
6-464-3-Q	Y	Y	Y	SHELL AND STIFFNERS AROUND H-PAC OVBD DISCHARGE	AREA 100% ASSESSABLE

## DD 963 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING ON BHD / SHELL	SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOTS	COMMENTS
6-464-4-A	Y	Y	Y	N	AREA 100% ASSESSABLE
6-476-1-A	Y	Y	Y	N	AREA 100% ASSESSABLE
6-476-2-A	Y	Y	Y	N	AREA 100% ASSESSABLE
6-482-2-A	Y	Y	Y	N	AREA 100% ASSESSABLE
6-488-3-A	Y	Y	Y	N	AREA 100% ASSESSABLE
6-506-0-E	Y	Y	Y	N	AREA 100% ASSESSABLE